

Hong Kong Daily Press.

ESTABLISHED 1857.

No 13,258 號標十十五百式千三萬壹第 日式拾月捌年六十二種光 HONGKONG, WEDNESDAY, SEPTEMBER 5TH, 1900. 參拜禮 號伍月玖年百九千壹英港香. PRICE \$21 PER MONTH

New Advertisements will be found on page 4.

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ESTABLISHED 1841. [a1632]

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WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
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Sole Agents for
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FINE OLD HIGHLAND WHISKIES are shipped
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Hongkong, 26th July, 1900. [43]

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PRICE \$10.75 PER DOZEN
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“SPECIAL BLEND” WHISKY
Blend
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Distillations of the
Finest Scotch Whiskies

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7.30 a.m. to 8.30 a.m. Every quarter of an hour
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Extra Night cars at 11.30 and 11.45 p.m.

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SPECIAL CARS by arrangement at the Com-

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General Managers.

Hongkong, 1st May 1899. [43]

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MCKIRDY & CO.

45 & 46, QUEEN'S ROAD EAST

Hongkong, 3rd November, 1899. [242a]

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PORLTAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.
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Hongkong, 2nd July, 1900. [168a]

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CHAMPAGNE GROWERS AND

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Ship only the Finest Quality

Extra Dry (Green Seal)

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Sole Agents.

Hongkong, 17th May, 1895. [168a]

COTTAM & CO.,
HONGKONG HOTEL,

FOR OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),

WHITE CANVAS BOOTS and SHOES, &c., &c. [35a]

SMITH'S
“GLASGOW MIXTURE”
AND
“CUT NAVY”
TOBACCOs.

COOLEST AND SWEETEST TOBACCOs MANUFACTURED.
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Less old than the above.

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See analysis and certificate by Professor Cassell.

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WATKINS' FRUIT SYRUP
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
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One of the most popular Brands in ENGLAND and the UNITED
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WINE & SPIRIT MERCHANTS.

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Hongkong, China, Japan, the Straits Settlements,
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AGENCY (LIMITED.)

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“GLADIATOR” Packing for High Pressures. Recognized by leading Engineers to be the
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Metallic “BOILER JOINTS” as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS “SALAMANDER” Non-conducting Boiler Covering Composition used exten-
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FUNNEL PAINT. “SALAMANDER” Lubricating and Cylinder Oil of the Best Qualities.

“CAURICEDALE METAL” Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from
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Bedroom Accommodation—182 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

[44]

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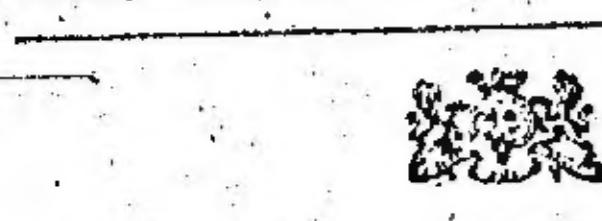
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Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

[29]

BIRTH.
At 8, Quinsay Road, Shanghai, on the 20th August, the wife of C. C. BOESEN, of a daughter, DEATHS.

At Shanghai, on the 26th August, at 4:45 p.m., JOSE QUINN, wife of John Cooper, aged 30 years. At Shanghai, on Wednesday, the 26th August, CLARA ANNE, wife of E. A. ROBERTS, Chinese Customs Service, aged 37 years.

The Daily Press.

HONGKONG, September 5th, 1900

Or all languages Chinese lends itself with the greatest difficulty to the elected telegraph system as at present in use. The reason is simple; there is no settled system of phonetic writing, but each man translates according to his own ideas, and his own dialect and the times—in many respects the most important indication—cannot be represented in the present codes. The written language again does not address itself to the ear, but has to be mentally translated into the colloquial with the assistance of the eye, and, as a sound is frequently represented by a dozen or two of characters, there is no certainty as to the meaning of the sentence if merely the sounds of the language as written be transmitted. To get over the difficulty the Telegraph companies have devised a list of some six thousand characters in most common use, and to each attached a number. Hence every Chinese message sent over the lines is of necessity translated into a numerical code, and has to be written back at arrival. This system naturally lends itself to cryptic code messages, and it requires but a slight change in the code-book in ordinary use to render a message unintelligible to any but the sender and receiver. During the time then of the imprisonment of the Ministers at Peking, hundreds of messages must have passed between the higher officials; but of these, except that here and there an operator may have made a wide guess as to the meaning, nothing was known of the contents. Many of the pretended messages from the Capital which threw such discredit on the correspondents of the papers at home seem to have originated in this way. News from the capital was at a premium, and no Chinese officer, where there is a possibility of leakage, is proof against the temptation of

dollars. Sometimes the telegraph clerk did possibly find a clue to what was passing through his finger-tips; more frequently taking what he knew, and what he surmised, he made an attempt to join the two. At last came the great *coup*. Not one word had come from the Legations: Admiral Seymour had gone with an insufficient force to make a dash for Peking, and had been closed in on all sides and not a word escaped as to what had become of him and his small band. Tientsin was being attacked on all sides, and, it was known, was isolated from the ships at Taku and had a difficulty in holding out. The French Settlement had been well nigh destroyed, and big guns were being brought to bear on the rest, while a narrow river separated the foreign quarter from the opposite bank, which was crowded with Chinese troops. It was an anxious time, and rumours were flying in the air. It required but a slight stretch of imagination to picture the destruction of the beleaguered Legations, which were known not to be too well supplied with ammunition. It was not above the ordinary mental power of a Chinese telegraph clerk to supply the few details necessary to found a gruesome tale. There was little confidence felt in the chiefs of the Telegraph service, nor in the officials in Shantung, so that when on the 16th July the pretended confession of the telegraph clerk got to the ears of the press agents it found them only too well prepared to believe it. Unfortunately, like a magpie who had stolen a spoon, their first instinct was to bury it; and it was carefully concealed from public gaze at Shanghai till it had been flashed across the wires. When first the pretended news was given out at Shanghai, that the officials had received a telegram announcing the capture of the Legations, and the death of every European in the city, the first feeling was one of stupor. So many circumstances tended to show that such an event was within the bounds of possibility, that for a short time the community felt bound to believe it; but still as no one knew definitely whence the tale proceeded, and no light was being thrown upon it, a feeling of disbelief commenced to grow. It might be true, all argued, but there was no reason to believe, but much to the contrary, that any news of the alleged crime had been received; nor did it strike any one that already the most bloodcurdling details had already been invented, and sent to Europe. The story however took so definite a shape that the Consuls felt themselves called upon to demand of SHENG Taotai, the Director of Telegraphs, how such an important piece of news had been received without their being informed of it. SHENG indignantly denied in the most direct language that such a telegram had been received by anyone; and the Consuls at once took steps to circulate his denial. Although personally the community had but little confidence in SHENG his statement was so explicit, and tallied so well with the conclusions already arrived at by the better informed, that in a short time the excitement that had been caused ceased; and most people thought no more about it. In this frame of mind people in China were a few days after surprised at the receipt of a telegram to the effect that the service, intended to be held in St. Paul's in memory of those slaughtered at Peking, had been postponed on account of the uncertainty attaching to the affair, and this seems to have been the first intimation of extraordinary depth to which people's feelings had been harrowed by the false information wired. But the most extraordinary part of the extraordinary tale remains to be told, and, as the whole story is at last clearly known we tell it in full. The *Daily Mail* boasts itself as one of the best informed papers in the world, and has its correspondents in all quarters of the globe. On the 16th July it published what purported to be a telegram received from its correspondent at Shanghai, giving the most minute and harrowing details of the last stand made by the Europeans at the British Legation. Daily sorties it said were made by the besieged, and had the effect of disheartening the Chinese, till Prince TUNG himself had to encourage them in person. Prince CHENG and General WANG came to the rescue of the legation, and a pitched battle ensued, in which they were defeated. "Prince CHENG fell, it was supposed at the time he was killed. WANG WENSHAO, although a grey-haired old man 70 years old, valiantly led his troops in person. He was killed Towards sunrise it was evident that the ammunition of the Allies was running out. . . . A rush was determined on. Thus standing together, as the sun rose fully, the little remaining band, all Europeans, met death stubbornly "etc." Now anyone acquainted with Chinese ways of thought will at once perceive that this story could not have been concocted by a Chinaman, and that the culprit must have been an European. However he may have been deceived by the first pretended telegram, which speaks badly for his acumen, he certainly owed to no native source these jumbled details, which had he any acquaintance with the men and their sur-

roundings he would at once have seen must be false. Whence came this circumstantial account of an event that never occurred? Part of the story seems to have been actually telegraphed from Shanghai, for before its appearance in the London Press, certain of the supposed incidents had been confidentially circulated; but the details were not published till the story had arrived in London, and as, according to the tale, every one concerned who was likely to tell what had really happened on the eventful day had perished, there would have been no means of coming at the truth. Dead men tell no tales, and the ingenious inventor thought he might as well have the credit of being the historian. But who was the inventor, who thus, lightly for the sake of a guinea or two, was content to plunge a thousand families in mourning, and perhaps seriously compromise the nation? It is of course unlikely it will be ever known, for every means will have been taken to extinguish the traces. One little affair, however, that attained some prominence five years ago may throw some light on the subject. The correspondent of a large news agency had telegraphed some particulars about the operations then being conducted by the Japanese against the Chinese fleet blockaded within Weihsien harbour; the telegram contained nothing sensational. It so happened that somebody going by had heard guns firing, and in telegraphing mentioned the circumstance. The recipient was equal to the occasion. He concluded that the two messages referred to the same occasion, and made out an exciting detail of a naval battle, as having been received from their Shanghai correspondent. This precious concoction was sent out as news to their clients, and inserted in good faith. The *Times*, however, had the courage to bring the affair into the Law Courts, and obtain the production of the original telegrams, which turned out to have no reference to the supposed engagement; the telegrams had in fact been "faked" in London. We do not desire to accuse the London Press of having wilfully distorted or added to the telegrams sent, but it is well known that there is a class of men attached to most of the larger papers whose business it is to amplify the telegrams received from correspondents, themselves occasionally unskilled in condensing messages. For the most part these men discharge their task carefully, but even when carefully done the task of amplifying is a dangerous one, even when the artist is well acquainted with the details of the particular locality. It is a by no means safe process to attempt, unless aided by personal knowledge of the object portrayed, to attempt to heighten the lights and shadows of a photographic landscape, where the enhancement is apt to overpower the really more prominent features of the scene. In the photograph there is, however, something to go on; the rays have made their mark on the plate; though momentarily invisible, they may be brought out by further development. In the telegram, beyond the words actually sent, there is absolutely nothing to guide the enhancer, and the result is too frequently an entire misrepresentation of the meaning which the sender intended to convey.

During the 24 hours preceding noon yesterday, there were reported one fresh case of plague and one death.

An Indian constable was yesterday fined \$10 for assaulting a rickshaw coolie at Kowloon City. His Worship said there had been far too many of these cases lately.

As the Telegraph Companies inform us that communication with Chinkoo is restored, it is to be hoped that the amount of news from the North will shortly be increased.

At the Offices of the Public Works Department yesterday Mr. G. J. W. King offered for competition one lot of Crown Land, viz. Kowloon Island Lot No. 1,139, situated at Ma-Tau-Kok, which was sold for \$2,720, to Messrs. Purnachand, Lowther and Co. The upset price was \$2,700.

An accident occurred in the harbour on Monday, on board the steamer *Calyan*, when three coolies were injured somewhat and another seriously hurt. They were working in the hold when a rope which was being dragged along caught a portion of the hatch, which fell into the hold. Fortunately it rebounded from one of the cross-beams, and in consequence the damage done was not so serious as it otherwise would have been. One coolie was struck behind the left ear, another on the arm, another on the thigh, and the fourth on the head; the last named had his skull fractured and was taken to the hospital.

The four-car scratch race of the Boat Club was rowed last night, 3-mile on Regatta course for spoons with the result that E. P. Herbst's crew won, J. Hance's being second, and G. M. Young's third. Hance got away with the lead after a good start, but steering somewhat erratic course quickly took second place to Herbst; the boats maintaining these positions to the end, the distance separating the first and second boats being three lengths. The following were the winning crew—E. P. Herbst, Strode, J. Wilson, J. Danby, S. Stevens, F. W. White. Cox. A 3-mile race for tubs will be held on the 17th Sept., and a scratch race for four cars on 1st Oct.

A despatch from Washington states that General MacArthur will continue to act as Governor of the Philippine Islands until such time as Judge Taft, the President of the Commission now sitting at Manila, reports to the President of the United States that the Islands are in fit condition to be wholly entrusted with civil government.

Sir George White, of Ladysmith fame, and at present Governor and Commander-in-Chief of Gibraltar, will, it is stated, be promoted to the full rank of General in October next.

Rumours are current on the Continent that Queen Wilhelmina is betrothed, and that she has given her hand to Frederick Francis, Grand Duke of Mecklenburg-Schwerin, who is eighteen years of age.

Ten Shanghai firemen appeared before Mr. Hazeland yesterday charged with absenting themselves from the s.s. *Calyan* without leave. Mr. William Budge, the chief engineer, said the men left the ship at five o'clock that morning without asking leave. The ship was to leave in the afternoon. It was not true that the men left because he ill-treated them. They left because they did not wish to accompany the ship to Japan. His Worship made an order that the defendants be forcibly put on board the ship by the police.

Stories of official corruption at Formosa continue to appear in the Japanese native papers from time to time. According to a Taipeh telegram, under date August 22nd, in the *Oakla Asahi*, a serious scandal has been discovered in military circles at Formosa, and a paymaster and secretary belonging to the 3rd Infantry Battalion have been subjected to Court-martial. Two of the employés in the Formosa branch of Messrs. Okura and Co., Tokyo, have also been arrested, while a paymaster formerly belonging to the 3rd Battalion and a manager in the employ of the firm are reported to have been arrested at Tokyo and taken to Taipeh. The man connected with this latest scandal is said to be Yeo 30,000.

Mr. Hazeland gave his decision in the cubicl case yesterday. It will be remembered that several summonses were issued by the Sanitary Board in respect of certain premises in High Street and Third Street. Evidence was given by Sanitary Inspector L. C. Brett to the effect that on his visiting the premises in question on the night of the 23rd July he found from four to six persons sleeping in cubicles on the ground floor. Mr. Hayes, for the defence, contended in the first case that these premises were not domestic buildings within the meaning of the Ordinance, but stores, and that there were no more persons sleeping on the ground floors than were allowed by the Ordinance as caretakers, which was two. He further contended that what the Inspector had described as cubicles were not cubicles within the meaning of the Ordinance. His Worship reserved his decision until he had visited the premises. He now said he had visited the premises, and he was of opinion that the summonses must be dismissed. The cubicles were certainly cubicles within the definition of section 4 of the Ordinance, but something more was required. He must be satisfied that they were domestic buildings. The Ordinance defines a domestic building as follows:—

"The expression domestic building means any human habitation or building where persons pass the night, but shall not include any human habitation or building where caretakers not exceeding two in number pass the night." He must be satisfied before he could convict that more than two persons passed the night in any of these buildings. He was quite satisfied that there was accommodation for more than two in any of them. That being so, he was of opinion that they did not come within the definition "domestic buildings," and would therefore dismiss the cases.

A summons taken out by Inspector Duncan against Mr. J. W. Belles, of the Standard Oil Company, was heard at the Magistracy yesterday, the defendant being charged that he "unlawfully did solder kerosine tins contrary to the conditions of your license to store kerosine, and further that he "unlawfully did store damaged kerosine cases contrary to the conditions of your license to store kerosine." Mr. Belles, who appeared for the defence, pleaded guilty to the first charge and not guilty to the second. Inspector Duncan said that at one a.m. on the 1st inst. he visited the Standard Oil Company's godown at Kennedytown and saw a large number of kerosine tins stored in the space between two sheds. The tins were stored in the space between two sheds. The tins were leaking. He did not know whether they had been soldered. The godown was swimming in oil. There were two sheds. The two sheds were full up. He did not see the oil oozing out of the tins. At this point Mr. Belles withdrew his plea of guilty to the first charge—Mr. Winberg, manager of the Standard Oil Company's godown at West Point, said there were sunken spaces there for soldering tins. There were two sunken spaces with a wall two feet deep and one foot above the godown. Damaged cases were taken to the sunken spaces. They were soldered there. The tin was placed on the wall and the solderer stood inside the pit. After a tin had been soldered it was put in the open space. It was then no longer leaking. The tins were then stored in the godown. Some 800 or 1,000 tins were soldered per day. When they were brought from the ship they were placed in the pit. There was just sufficient room in the pit for the soldiers to do their work. There was, as a general rule, no oil in the bottom of the pit. In this case the tins were piled up in the pit, and in consequence the pit was flooded almost up to the level. There was no room in the pit to solder, and if there had been room the men would have had to stand in two feet of oil, which they refused to do. The soldering was done in the open space. There were tins piled up in the open space, but they were good tins. The whole of the open space was swimming with oil. On being cross-examined witness said the cases arrived by the *Sarawak*, now over at Stonecutters. They had never had a case of such excessive leakage before. Mr. Belles having addressed the court for the defence, His Worship said he would reserve his decision.

A St. Petersburg correspondent, writing on the importation of Chinese tea to Russia, states that the trade is "seriously endangered" owing to the trouble in China. "News received from Moscow, one of the principal markets in the tea trade," the correspondent goes on to say, "discloses the fact that the tea merchants are in great anxiety as to their Chinese purchases, which probably will never reach them. It is very significant that the insurance companies refused to give Russian tea-dealers facilities for insuring their consignments from China; so that they see no other way but to address the Minister of Finance with a request to safeguard their interests."

A *Foochow Daily Echo* of the 25th ult. contains the following two items:—The prolonged drought, which for some time past has been causing anxiety amongst farmers, is now beginning to be regarded a serious matter by all classes. The first crop of rice was poor enough through the floods at the end of June, and now that the second crop is threatened from want of rain and the sweet-potato crop is suffering from the same cause, the prospects for food supply are viewed as extremely gloomy. In reply to our enquires about the tigers at Kaliang, a correspondent writes, "no change."

The visits of the striped monsters to farm-houses in the neighbourhood of the foreign bungalows are of nightly occurrence. Owing to frequent losses, the natives are now locking up their dogs at night time.

The HONGKONG DAILY PRESS, WEDNESDAY, SEPTEMBER 5TH, 1900

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 4th September, 8.30 p.m.

THE IMPERIALISTS.

The Emperor and Empress Dowager have arrived in Shansi; at the Governor's Yamen at Taiyuanfu, on the 30th ult.

A FARICAL APPOINTMENT.

Yung Lu has been appointed plenary peacemaker with Li Hung-chang. This is absolutely farcical, as Yung Lu is the author of the scheme to employ the "Boxers" to destroy the foreigners.

MISSIONARY ESCAPES.

Four Christian mission compounds have been outraged at Chinn Kiang on the 1st instant. The missionaries have been rescued by the officials and escorted into safety.

THE PEKING REFUGEES.

Many of the Peking besieged garrison have arrived in Shanghai.

LONDON, 3rd September, 8.45 p.m.

THE RUSSIAN PROPOSALS.

It is stated that England, Germany, Italy, and France have not replied to Mr. Hay's note re the Russian proposals. English and German opinion is unfavourable to evacuation until punishment and compensation are secured.

RUSSIA IN MANCHURIA.

The text of the Russian note published announces that Russia will withdraw her troops from Manchuria when lasting order is established.

THE WAR IN SOUTH AFRICA.

LONDON, 3rd September, 8.45 p.m.

THE TRANSVAAL ANNEXED.

Lord Roberts has proclaimed the annexation of the Transvaal Republic.

REUTER'S SERVICE.

LONDON, 2nd September.

THE CRISIS IN CHINA.

The newspapers deplore the withdrawal from Peking, the moral effect of which would be deplorable and would in time inevitably lead to the restoration of the old régime. They urge that the occupation should continue, even if some of the Powers

THE CRISIS IN CHINA.**LOCAL MOVEMENTS.**

Yesterday the transport *Mombasa* departed for Taku.

THE ENTRY INTO PEKING.**JAPANESE OFFICIAL ACCOUNT.**

The following is the report the Japanese General made to his Government, and forwarded to Tokio:

"On the 14th, from 9 a.m., the Japanese division bombarded all day the two gates on the East side, and only between 8 and 9 p.m. did they succeed in forcing the two gates with dynamite. They entered the City, occupying the N. and N.E. gates.

"They sent at once a regiment of infantry to the Palace and another regiment to the Japanese Legation.

"The Americans, French, and Russians directed their movements towards the Tung-mu, passing through the Tungpingmen, fighting hard all the way.

"The English troops entered the Kyang-quin and passed into the City through a aqueduct which was only guarded by iron bars. They removed the bars and got the soldiers into the City without resistance, arriving at the English Legation at 3 o'clock in the afternoon of the 14th. A part of the Japanese division arrived at the Japanese Legation at 7 p.m., by the Tungpingmen gate, and found the Japanese Minister and residents safe in their Legation, part of which was destroyed.

"On the 15th another Japanese regiment was despatched to the Palace, and after a brief fight with the Chinese who were occupying it had to withdraw on account of not wanting to bombard and destroy the Palace. On the 16th we occupied all the gates and found that the Emperor and all the Imperial family and officials had fled towards Hsiaofu, the capital of Shensi province, escorted by 3,000 of Tung Fushiang's troops.

"Peking is now in a state of complete disorder. English, French, Americans, Russians, Japanese, each chose delegates to restore order in the City. Japanese appointed Col. Shiba for their representative. The City was divided into several districts, and half of the north part of the Tartar city is now under Japan control.

"The regular Chinese troops are not to be seen in the city at present. All remaining Chinese are the banner troops and Boxers. The Chinese losses are about 600 to date. The exact number is difficult to tell at present.

"The Japanese trophies are five Krupp guns, one hundred old guns, and quantities of small arms of all descriptions.

"The house of Prince Yuan has been burned to the ground. The Japanese loss to date (during this engagement) is two hundred killed and wounded.

"The military telegraph line between Tientsin and Peking was put up by the Japanese during the march to Peking."

PERSECUTION ON THE WEST RIVER.

Another case of bitter persecution and torture has just reached us from the West River. In the little village of Ping-Nan, lying close to the banks of the river, there resided up till a few weeks ago quite a large number of native Christians. They pursued their various calling generally unmolested, although at times they met with the jibes and jeers of those who came into the village from the neighbouring towns to sell their wares or otherwise to carry out their business transactions. To these taught them paid no heed, and consequently disregarded the daily increasing hostile attitude shown to them by the soldiery as well as civilians.

"Among these native Christians was a man of middle age who was a colonel for the American Bible Society, and who made constant journeys to the neighbouring towns and villages to sell his books. He happened to be on one of his tours last month when the authorities of Kwangtung received that imperious death bearing call from the Peking of "Down with the Foreigners." He went on his way unheeding the enraged people till he reached Hing-Yan-Fu, where he was immediately set upon, his books taken from him and burnt before his eyes, his money and clothes stolen, and the latter torn to pieces, while he was flogged with heavy chains, beaten by a sort of rattan across the legs till he could scarcely stand, and then hurled into prison to the imminent delight of the assembled mob, fired into by the commands of their superiors. Towards the end of the next day the soldiers appeared, and publicly aimed blows at him with their fists, sticks, and bamboos, till he fell exhausted, and was dragged from the prison to the street like a vanquished bull from the arena. There in the blazing sun he was left for a few hours, when the soldiers took him among other prisoners down the river in a boat. When they reached Lan-Chan-Fu, the Magistrate in whose charge they were placed, behaved very kindly to the colonel, and at once ordered the chains to be taken from his neck and legs, and his wounds bound up. There he was attended to for some little time till he was able to be sent to his home.

SHANGHAI.**THE POSTPONED ILLUMINATIONS.**

Naturally the postponement of the illuminations on Tuesday has brought out a great many rumours amongst the natives of Shanghai and the vicinity to explain this sudden change of mind on the part of foreigners, most of them absurd enough to those who know. There is, however, says the *N.C. Daily News*, one report which seems to be almost universally accepted as the true reason, which decidedly ought to be

suppressed as we hear that it has raised up the spirits of the great unwashed and impressed them with the fact that after all foreigners are not all brave and that they still have a wholesome fear of the Chinese people. This dangerous rumour has it that "the Allies have been severely defeated in the North and driven back on Tientsin, thus making it impossible to rejoice in Shanghai at a moment when even Tientsin is on the verge of destruction." As stated above, this rumour has made valiant the hearts of the rowdy classes, who may now be expected to freely return to Shanghai, from where at the beginning of the crisis they had been forced to clear out for fear of being arrested and prevented from doing mischief by the Police.

MORE MISSIONARIES FROM SHANSI.

The following has been receiving from Hankow: "Yesterday, the 25th, the following C.I.M. missionaries arrived at Hankow from Pingyang, travelling through Honan.—Mr. and Mrs. A. Lutley, Mr. and Mrs. F.C.H. Dreyer, Misses J.F. Hoskyn, A. Hoskyn, E. C. Johnson, E. French, E. Gauntlett, E. Higgins, R. Palmer, and K. Rasmussen. Mr. and Mrs. Lutley's two children died during the journey."

WUCHANG.

A correspondent of the *N.C. Daily News* writes on the 24th:—

"The situation here remains unchanged. The news of the taking of Peking did not cause a ripple of excitement. The Viceroy at once issued a proclamation, which did not mention this event, but did say that news from the North made it clear that the people need no longer fear a Boxer invasion and ordered them to go on with their ordinary avocations, leaving foreigners and missions at peace. So far we can see the power of the Viceroy is adequate for the maintenance of order, not only here, but also throughout the province. It is an undoubted fact that the riots that have taken place have not been caused by influences from the North. The withdrawal of the foreigners in large numbers and the rumours of the successes of the Boxers have led the local authorities to think that this is a favourable time to loot the mission buildings. They are finding out their error. One mandarin has lost his post for not going in person to the scene of a riot in North Hupeh. The ring-leaders at the various places are being pursued and captured, and in nearly every case bodies of troops have been quartered in the disturbed areas. The actions of the Viceroy and most of his subordinates have been excellent."

COREAN DISTURBANCES.

A telegram from Mr. Kubo, Assistant Vice-Consul at Song-ching, near Nanking, says that on the 18th ult. about a thousand Corean rioters from Kih-je wreaked and burned several houses and official buildings, and that the Japanese residents were in danger, when fortunately the *Aoi-naru* came into port, and her arrival alarmed the rioters so that they desisted. They had disengaged any intention of attacking the Japanese, but when some Japanese police went to reconnoitre, they were attacked and barely escaped after using their pistols and wounding some Corsans. As these occurrences made it uncertain whether the attack might not be resumed at any moment, the Japanese residents withdrew to Gusan. The Corean officials had given notice that they could not be responsible for the safety of foreign life and property, and they themselves fled by the same steamer—*Japan Mail*.

MISCELLANEOUS.

The C.N.S. *Tatung*, which arrived at Shanghai last week from river ports, reports that H. M. S. *Pique* was at Hankow, the *Witelloo* at Kukkiang, *Daphne* at Wuhs, *Hornet* at Nanking, and *Boraine* at Chinkiang. The *Marathon* passed up at Chinkiang.

Captain F. Hixson, R. N., who is in command of the Colonial naval Brigade now in China, is dubbed a "popular commander" by the Australian press. He came to the Colonies, says a Sydney journal, in H.M.S. *Hannibal* as a junior in 1888, and in the same cruiser visited the Islands. He was afterwards appointed as Navigating Lieutenant to H.M.S. *Herald*, then employed in the survey of the Australian coast, and he rendered valuable services in determining the position of the dangers which now are shown on the Admiralty charts. After nine years of survey duty in H.M.S. *Herald* he left the Imperial Navy in 1893 to take up the appointment of Superintendent of Pilots and Light-houses for the colony of New South Wales. The Marine Board of New South Wales was incorporated in 1871, and Captain Hixson was unanimously appointed its first president.

Among the U.S. troops diverted at Nagasaki, who will be sent to the Philippines for duty there, are the 1st, 3rd and 4th Cavalry regiments, said to be General MacArthur's long expected cavalry reinforcements, and a valuable acquisition to the forces now on the Islands.

The American troops which were embarked on the transports *Mede*, *Gavril*, and *Pakling* as well as the horses and stores sent across to China in the *Straitfly*, instead of proceeding to Taku for disembarkation, have been ordered to tranship at Nagasaki for Manila. The *Mede* arrived at Nagasaki on the 26th ult.

General James H. Wilson is on his way from New York to join the American forces in China under special orders from Washington. The transports *Rhein* and *Adria* sailed from Bremenhaven on the 2nd ult. for China, having on board the staff of the German expeditionary corps under Lieut.-General Lessel, a field post, and some Engineers. The *Rhein* left Colombo on the 26th ult.

As many as 120,000 soldiers and 3,600 officers of the German army have volunteered their services for the operations in China.

Four more officers who have been acting as Mr. Kruger's military advisers have arrived at Lourenco Marques, having orders from Berlin to proceed on active service to China.

The Volunteer Fleet *Kieff* at the beginning of August left Odessa for Port Arthur conveying the 4th Artillery Division with guns and two half-battalions of the 14th and 10th Rifle Regiments, besides large party of doctors, surgeons, and Red Cross nurses.

The Russian Volunteer Fleet steamers *Moskva* and *Kharbin* are on their way from Odessa bringing out artillery details, and on reaching Port Arthur will be kept in the East as transports. There are five other steamers which have been on the run between Odessa and Alexandria coming out as transports with troops and stores. They are the *Odessa*, *Nikolaus II*, *Tschetshof*, *Oleg* and *Jupiter*.

The work of proceeding with the construction of the wagon-train at Manila for the China campaign has been stopped on instructions received from the War Department at Washington.

The American ambulance corps has done some excellent work, writes a Japanese correspondent from Tientsin. Their stretchers are the best in the field, and show the wonderful

inventive faculty of the Americans. The handles of these stretchers are so arranged that they can be formed into supports by a clever mechanical contrivance, so that the stretchers can be used as beds or benches for surgical operations. The advantage of the system cannot be too much commended, for on ground as swampy or hot as the soil of China the wounded men cannot safely lie long pending treatment on the spot, and this inconvenience is removed by the American invention. Sixty men were thus treated directly where they lay, and were removed to safety by the Acting Chinese invention.

Sixty men were thus treated directly where they lay, and were removed to safety by the Acting Chinese invention.

and was prevented from proceeding to fulfil the rest of his obligations by the omission of Lichauco to give the orders contemplated in the first clause of the contract. Lichauco was bound to give those orders within a reasonable time, but failed to fulfil this obligation.

He is therefore in the position of a party who, in the course of performance of a contract, under which both parties have done something,

whereupon the other party is exonerated from any further performance of his promises and may immediately bring an action for damages for breach of the special contract, and also sue for a quantum meruit or the value of the services already rendered by him.

In his cross-suit Raymond claims \$500 as the damages sustained by him for the breach of the special contract. He has lost the profits which would have been the immediate fruits of the contract between him and Lichauco. These profits were stated by him to be about \$110. The terms of the present contract by which he was to receive \$2,200 do not seem to be at variance with this statement. The Court accordingly allows his claim of \$500 for damages.

Now pass to consider the claim of Lichauco against Raymond for an account of the expenditure of the \$700 advanced to Raymond and the return of the unexpended balance. Such an account was rendered by Raymond and the items of that account are allowed by Lichauco with the exception of the item of \$262.25 on account of Raymond's salary at \$500 a month. But I shall not decide whether this item is admissible in the account furnished by Raymond because I am of the opinion that there are no circumstances of the case which admit of this suit for an account being maintained.

At the common law an action of account lies in two classes of cases, viz.: those of privy debt or in law and those of matters between merchants. Neither of these classes embraces the present case. In equity jurisdiction was assumed in an action for an account where a fiduciary relation, such as that of principal and agent, existed between the parties; or where there were mutual accounts between the plaintiff and the defendant; or where there were circumstances of great complication. Here there are no circumstances of great complication, and the parties are not related to each other as principal and agent. Nor are there mutual accounts between the parties, i.e. each of the parties has not received and also paid on the other's account. The best case, apparently, is a question of fact whether the alleged suspensory condition precedent existed or not. The evidence is conflicting, but the balance is in favour of Raymond.

Lichauco says: "Raymond undertook to take clearances," and "it was agreed between Raymond and me that he should get clearances; after this I signed the contract." On the other hand M. Marti, who acted as interpreter between the parties, says: "Raymond offered to do his best to clear the launch" and "Raymond was to do his best to get the clearance papers. Did not say it was his duty. Raymond promised to do his best to help Lichauco. Raymond was to help Lichauco and try to get clearances for him." Then Raymond says: "Lichauco asked me to go to the Consul to try to get papers myself. I went. Consul refused papers. I told Lichauco this. This occurred on 5th or 6th January." Lichauco then said, "I'll go; and I undertook to try to get papers for Lichauco. It was not in the contract." I said "I'd try to get the papers. Did not say I would." Upon this evidence I have arrived at the opinion that there was no oral contract, such as that alleged, suspending the written document from the beginning from operating as a contract. Indeed if such a suspensory collateral contract existed, I cannot explain why Raymond and Lichauco proceeded to part performance of the terms of the document, the one by providing coal, other necessities, a crew and provisions, the other by advancing a sum of \$700.

Nor, on the supposition that Raymond was to obtain clearances before the document operated as a contract, is it easy to explain why Lichauco's solicitors, on the 2nd February last, wrote of their client that "he will despatch the steam launch *Patriot* as soon as he obtains the necessary clearances," but made no mention of the alleged collateral contract which bound Raymond to procure the clearances. I am satisfied, therefore, that the written document of 4th January, 1900 contained the whole of the terms of the agreement between the parties and was a contract binding upon both sides.

Next as to the question of the impossibility of performing the contract. On the 3rd March, 1900, Lichauco's solicitors wrote to Raymond's solicitors that "it appears now that your client has in charge of the steam launch *Patriot* as soon as he obtains the necessary clearances," but made no mention of the alleged collateral contract which bound Raymond to procure the clearances. I am satisfied, therefore, that the written document of 4th January, 1900 contained the whole of the terms of the agreement between the parties and was a contract binding upon both sides.

The Lawn Tennis Championship was won by Mr. H. Pinckney the "A Class" Single Handicap by Mr. A. H. Humphreys; the "B Class" by Mr. J. Hooper; the Double Handicap by Messrs. Carter and Wei On; the Professional and Commercial Fairs by Major Griffin, R.A., and Captain Langhorne, R.A.; the "Veterans" Handicap by Mr. H. Pinckney.

The Racquet Championship was won by Mr. H. Hancock; Lieut. Browne, R.A., won the Handicap prize.

The Club played 16 Cricket matches of which 6 were won, 7 lost, and 3 drawn.

Dr. Tuck, R.N., made the only century of the season—102.

The thanks of the Club are due to the officers of the Regiments and Her Majesty's Ships who have so kindly put their bands at our disposal.

It is anticipated that the new iron railings round the ground will be in position before the end of the year.

The Annual General Meeting will be held in the Pavilion on Monday, 17th September, at 5 p.m.

H. C. Nicoll, Hon. Treasurer; F. Maitland, P. A. Cox, A. H. Shelton, S. H. Langhorne, Capt. R.A., A. G. Wiss, President (absent); G. D. Campbell, C. C. Inchbold, JAMES A. LOWSON, Hon. Secretary.

Hongkong, August 31st, 1900.

SUPREME COURT.

SEPTEMBER 4TH.

IN SUMMARY JURISDICTION.**BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PUIINE JUDGE).****CAPTAIN RAYMOND AND THE FILIPINOS JUDGMENT.**

The Acting Puiine Judge gave judgment as follows:—

During December, 1899, one Lichauco and one Raymond negotiated that the latter party should take two launches to Manila for the former party. The results of the negotiations were embodied in a written document dated 4th July, 1900. The launches were not taken to Manila in consequence of a term in the document, Lichauco advanced \$700 to Raymond and now claims an account of the disbursements of that \$700, with a return of any balance that may be found to be due to him on the taking of such account. To this claim Raymond has furnished an account of the uses to which he put the \$700. Raymond also claims from Lichauco a sum of \$500 as damages for breach of contract respecting (*inter alia*) the navigation by him from Hongkong to Manila of the said two launches. Lichauco's suit and Raymond's cross-suit were heard together on the 28th August.

The case for Lichauco is that the document of the 4th January was signed on the terms that it should not be an agreement until Raymond had obtained certain clearance papers from the U.S. Consul-General in Hongkong to enable the launches to enter Manila, and that, as Raymond did not procure such papers, the document had not yet operated as a contract. If Lichauco could convince the Court that the transaction between him and Raymond was of this nature, then there is the authority of the cases of *Frym v. Campbell* 6 E. and B. 370 and *Wallis v. Little II* C.B.N.S. 369 that the admission of evidence to show that there was not an agreement at all is allowable. It becomes then a question of fact whether the alleged suspensory condition precedent existed or not.

Lichauco says: "Raymond undertook to take clearances," and "it was agreed between Raymond and me that he should get clearances; after this I signed the contract." Gentlemen,—The Committee have the pleasure of presenting the Annual Report.

The accounts (attached) show a balance at the end of the year of \$4,096.94.

Mr. F. Maitland heads the batting averages for 1899-1900 with 42.44; Mr. J. E. Lee has the best record with 27 wickets for 13.4 runs each.

I do not say that such a case has been made out. That is a question upon which I give no decision. In my judgment, accordingly, Lichauco has no right to maintain this action against Raymond and I nonsuit him with costs. Judgment will be for Raymond in his cross-suit with costs.

Mr. E. H. Sharp (instructed by Messrs. Deacon and Hastings) appeared for Captain Raymond and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Grist) for the other parties.

HONGKONG CRICKET CLUB.

The following is the report of the Hongkong Cricket Club for the season

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION on MONDAY, 17th September, at 5.15 P.M.

P. A. COX,

for Hon. Secretary.

Hongkong, 5th September, 1900. [2353]

WANTED, a EUROPEAN NURSE to accompany a Lady and two children to England; Apply 7, DES VIEUX VILLAS, The Peak, between 12.30 and 3.30 P.M.

Hongkong, 5th September, 1900. [2354]

TO LET.

FOR a Month or Six weeks, from 20th September, a FURNISHED HOUSE at the PEAK—10 minutes from the Tram. Servants can be provided if desired.

For Terms, apply—

X., Care of Daily Press Office.

Hongkong, 5th September, 1900. [2355]

IN THE MATTER OF ORDINANCE NO. 2 OF 1892,

AND

In the Matter of the Petition of LUDWIG DÜRR, of Baum Strasse, 51, Bremen, Germany, Civil Engineer, for LETTERS PATENT for the exclusive use, within the Colony of Hongkong, of an Invention for Improvements in apparatus suitable for heating steam generators by means of oil, for which Her Majesty's LETTERS PATENT were, on the 18th day of September, 1899, granted to the said LUDWIG DÜRR.

NOTICE is hereby given that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said LUDWIG DÜRR, by MATTHEW JOHN DENMAN STEPHENS, his duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named Invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on Monday, the 17th day of September, 1900, at 12 NOON.

Dated 1st September, 1900.

MATTHEW J. D. STEPHENS,
18, Bank Buildings, Hongkong,
The Agent and Solicitor for the said

LUDWIG DÜRR.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"MENMUINE."

Captain E. W. Almond, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.
For Freight or Passage, apply toSHEWAN, TOME'S & CO.,
General Managers.
Hongkong, 4th September, 1900. [2352]NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

Taking cargo at through rates to PERSIAN GULF and BAGHDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain Marzani, will be despatched as above on TUESDAY, the 11th, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.
Hongkong, 5th September, 1900. [2353]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th September, 1900. [2343]NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"BISAGNO,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO.,
Agents.
Hongkong, 3rd September, 1900. [2354]

NEW ADVERTISEMENT

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"ORWELL" will be despatched as above on or about the 25th instant.

For Freight, apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 5th September, 1900. [2355]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors.
THOS. L. ROSE,
Secretary.
Hongkong, 24th August, 1900. [2379]

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that SCRIPS Number 1,260 to 1,362 for 300 SHARES of the above Company, numbered 119,683 to 119,832, in the name of S. Y. TONG, of Tien-tsin, and that SCRIPS Number 1,259 to 1,274 for 600 Shares of the above Company, numbered 120,583 to 121,882, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrips for same will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

LÜTGENS, EINSTMANN & CO., General Agents.
Hongkong, 30th August, 1900. [2311]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1 per Share has been made in respect of the Shares not fully paid up, and that such CALL is PAYABLE, on 5th October next, to the undersigned at the Registered Offices of the Company, 38 and 40, Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 4th September, 1900. [2347]

OLIVERS FREEHOLD MINES, LIMITED.

IN accordance with Article VIII, Paragraph 3 of the Articles of Association of the Company, Interest at the rate of \$1 per Annum is being charged on all Unpaid Calls. JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 18th August, 1900. [2338]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY NEXT, the 8th September, 1900, at No. 2, Ball's Court, Bonham Road, at 2.30 P.M.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE contained therein.

DRAWING ROOM—FANCY CHAIRS, TABLES, CURTAINS, &c. DINING ROOM—EXTENSION DINER TABLE, SIDEBOARD, DINNER WAGGONS, DINNER, TEA, and DESSET SETS, CUTLERY, GLASSWARE, &c.

BEDROOMS—Double and Single BEDSTEADS, TOILET TABLES, DRESSING TABLES, &c., &c. COOK HOUSE—STOVE and COOKING THINGS.

Also A Large Variety of PLANTS in POTS. TERMS—As Customary. Catalogues will be issued.

On View Friday, the 7th September, 1900. JOHN ANDREW, Auctioneer.
Hongkong, 4th September, 1900. [2349]

PUBLIC AUCTION.

THE Undersigned has received instructions from MR. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Road Central, the portion of his STOCK-IN-TRADE, FURNITURE, FIXTURES, &c. &c.

TERMS—As Usual.

V. I. REMEDIOS, Auctioneer.
Hongkong, 31st August, 1900. [2316]

W. B. REWER & CO.

NEW BOOKS.

Map of China—2nd revised and enlarged edition, by E. Breit Schneider. \$6.50

The Life of Wellington—the Restoration of the Martial Power of Great Britain, by Sir H. Maxwell. 2 Vols. \$12.50

Cecil Rhodes, 1861-1900—His Political Life and Speeches. \$6.50

Tea Machinery and Tea Factories, by A. J. Wallis-Taylor. 16.50

How England Saved Europe—Story of the Great War 1793-1815, by Pitt-Chester. 4 Vols. 6.00

The Overland to China, by Colquhoun. 9.50

The Annals of Concise English Dictionary. Quite Up-to-Date. 2.25

Little Folks' New Volume, to June, 1900. 2.25

Year Book Photography Almanack. 70

Celebrities of the Army, Parts 1 to 7.

at 35 cents each.

The Reproach of Annesby, by Author.

"Silence of Dean Maitland."

Newnes' Citizen Atlas. 35

Senf's Newest Stamp Album. 12.00

Hoy, by Mario Corelli (Cloth). 2.00

22 & 23, Queen's Road, Hongkong. [231]

LOONG PI HORSE REPOSITORY.

SITUATED at No. 2A, MATHESON STREET, near the No. 1 Police Station.

CARRIAGES FOR HIRE at Cheap Rates.

Apply to—

MANAGER.

Hongkong, 1st September, 1900. [2354]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899 \$14,409,089.

I. AUTHORIZED CAPITAL \$3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 687,500 0 0

II. FIRE FUNDS 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [25]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIXLA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [9]

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £23 2s. (age 30) secures the following:

£2,000 in case of death by accident.

£1,000 in case of natural death.

£2,000 in case of permanent total disablement by accident.

£2,000 in case of partial total disablement by accident.

£2 per week in case of temporary disablement by accident.

Accidents insured against for £1 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to

J. Y. V. VERNON,

Hongkong, 8th June, 1896. [174]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872. [24]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	Davy	BUTTERFIELD & SWIRE	To-day.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
LONDON & CO., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	ALCINUS	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	On 2nd Oct.
BREMEN VIA PORTS OF CALL	HECTOR	Ger. str.	—	Harr	MELCHERS & CO.	On 20th inst.
MASEUILLES, LONDON & ANTWERP, V. S'PORE, &c.	PRINZ HEINRICH	Ger. str.	—	G. Meyer	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MASEUILLES, &c., VIA PORTS OF CALL	SADO MARU	Jap. str.	—	W. Thompson	MESSAGERIES MARITIMES	On 7th inst. at Daylight.
MASEUILLES, &c.	YARIBA	Jap. str.	—	Schmitz	NIPPON YUSEN KAISHA	On 10th inst. at 1 P.M.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	—	J. S. Thompson	CARLOWITZ & CO.	On 21st inst. at Daylight.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	DODWELL & CO., LIMITED	On or about 12th Oct.
HAVRE & HAMBURG	KONGSBERG	Ger. str.	—	Schuder	SHEWAN, TOME & CO.	On or about 20th Oct.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	JAHIDINE, MATHESON & CO.	On or about 31st Oct.
HAVRE & HAMBURG	EICHMONT CASTLE	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	To-day, at 5 P.M.
NEW YORK VIA SUEZ CANAL	GLENKIRK	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	OEWELL	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC RAIL.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTURIA	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On or about 10th Oct.
NEW YORK VIA SUEZ CANAL	DUKE OF FIFE	Brit. str.	—		PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
VICTORIA, B.C., & TACOMA	EMPEROR OF JAPAN	Brit. str.	—		O. & O. S. S. CO.	On 12th inst. at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—		TOYO KISEN KAISHA	On 23rd inst.
PORTLAND, OREGON, &c.	CITY OF PEKING	Amr. str.	—		BUTTERFIELD & SWIRE	Te-morrow, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—		GIB. LIVINGSTON & CO.	On 20th inst. at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	AMERICA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	Quick despatch.
SAN DIEGO, &c., VIA SHANGHAI, &c.	BERGENHUS	Brit. str.	—		MELCHERS & CO.	On or about 9th inst.
AUSTRALIAN PORTS	AILIE	Brit. str.	—		MESSAGERIES MARITIMES	On or about 13th inst.
AUSTRALIAN PORTS	TAIKUAN	Jap. str.	—		P. & O. S. N. CO.	On or about 15th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	SHINANO MARU	Ger. str.	—		TOYO KISEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, VIA NAGASAKI & KOBE	MUNCHEN	Brit. str.	—		GIB. LIVINGSTON & CO.	On 20th inst. at Noon.
KOBE	ROSETTA	Brit. str.	—		NIPPON YUSEN KAISHA	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	AUSTRALIAN	Brit. str.	—		MELCHERS & CO.	On or about 9th inst.
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	YAWATA MARU	Jap. str.	—		MESSAGERIES MARITIMES	On or about 13th inst.
SHANGHAI & KOBE	HAMBURG	Ger. str.	—		P. & O. S. N. CO.	On or about 15th inst.
SHANGHAI	INDUS	Jap. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
SWATOW, AMoy & FOOCHEW	TIENTIN	Brit. str.	—		GIB. LIVINGSTON & CO.	On 9th inst. at Daylight.
SWATOW, AMoy & TAIWANFOO	BENGAL	Brit. str.	—		MELCHERS & CO.	On 19th inst. at Daylight.
MANILA VIA AMoy	TAIKUAN	Jap. str.	—		P. & O. S. N. CO.	On 8th inst. at 3 P.M.
MANILA DIRECT	ANPING MARU	Brit. str.	—		BUTTERFIELD & SWIRE	On 7th inst. at 4 P.M.
MANILA	ESMERALDA	Brit. str.	—		GIB. LIVINGSTON & CO.	On 7th inst. at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNGKWA	Brit. str.	—		MELCHERS & CO.	On 20th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	MUNMUI	Brit. str.	—		SHEWAN, TOME & CO.	On 8th inst. at 1 P.M.
SANDAKAN	TAIKUAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Ger. str.	—		MELCHERS & CO.	Quick despatch.
		Jap. str.	—		NIPPON YUSEN KAISHA	On 13th inst. at Noon.

SHIPPING.

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

ARRIVALS.
 Sept. 3, RICHMOND CASTLE, British steamer, 2,207 T. Lloyd, Amoy 2nd September, General—DODWELL & CO., LTD.
 Sept. 4, PROMETHEUS, British str., 3,580, R. Day, Shanghai and Foochow 2nd September, General—BUTTERFIELD & SWIRE.
 Sept. 4, TOONAN, American steamer, 1,354, J. Blithen, Canton 3rd September, General—CHINESE.
 Sept. 4, MENMUIR, British str., 1,286, R. W. Almond, Manila 1st September, Hemp and General—SHEWAN, TOME & CO.
 Sept. 4, HATTAN, British str., 1,183, Roach, Foochow, Amoy and Swatow 3rd September, General—DOUGLAS LAFRAIK & CO.
 Sept. 4, SIAM, British steamer, 950, Holton, Swatow 3rd Sept., General—BRADLEY & CO.
 Sept. 4, HAMBURG, German str., 4,617, Krich, Hamburg 6th August and Singapore 31st, Mails and General—MELCHERS & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

3RD SEPTEMBER.

Mogul, British str., for Shanghai.
 Gothic, British str., for Tsin-tang.
 Flores, Dutch str., for Kulchinotza.
 Midzurin Maru, Japanese str., for Swatow.
 Eleg, German str., for Saigon.
 Michael Jeebo, German str., for Amoy.
 Keeching, British str., for Amoy.
 Azur, Austrian str., for Karatsu.
 Chorchi, German str., for Swatow.
 Aping, British str., for Shanghai.
 Petrolia, German str., for Chefoo.
 Taihang, British str., for Swatow.

DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.

4TH SEPTEMBER.

Mogul, British str., for Shanghai.

Gothic, British str., for Tsin-tang.

Flores, Dutch str., for Kulchinotza.

Midzurin Maru, Japanese str., for Swatow.

Eleg, German str., for Saigon.

Michael Jeebo, German str., for Amoy.

Keeching, British str., for Amoy.

Azur, Austrian str., for Karatsu.

Chorchi, German str., for Swatow.

Aping, British str., for Shanghai.

Petrolia, German str., for Chefoo.

Taihang, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—U.S.S. Monteray, Argus,

Emeraldia, Loongsoon Olympia, Kong Beng,

COSMOPOLITAN DOCK.—Stanfield, Nanshan.

SHIPPING REPORTS.

The British steamer Istan, from Swatow 3rd Sept., had calm and fine weather throughout.

The British steamer Richmond Castle, from Amoy 2nd Sept., had calm and fine, clear weather.

The British steamer Menmuir, from Manila 1st Sept., had fine, clear weather, light N.E. winds and smooth sea throughout.

The British steamer Hattan, from Foochow, Amoy and Swatow 3rd Sept., had moderate S.E. breeze and sea, fine and clear weather to Amoy. From Amoy to Swatow moderate N. to N.E. breeze and sea, fine and clear weather. From Swatow to port light S.W. breeze, smooth sea and clear weather. Vessel in Amoy—H.M.S. Mohawk and one American, three Japanese and one German men-of-war. In Swatow—Sunkiang and Siam.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamer

"PROMETHEUS."

Captain Day, will be despatched as above

TO-DAY, the 5th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th September, 1900. [205]

DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW, AMOY AND

FOOCHEW.

THE Company's Steamer

"HATTAN."

Captain Reach, will be despatched as above

above ports TO-MORROW, the 6th instant

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.

General Managers.

Hongkong, 3rd September, 1900. [205]

THE Company's Steamer

"PROMETHEUS,"

Captain Day, will be despatched as above

above ports TO-MORROW, the 6th instant

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.

General Managers.

Hongkong, 3rd September, 1900. [205]

THE Company's Steamer

"FOOCHEW."

Captain Reach, will be despatched as above

above ports TO-MORROW, the 6th instant

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.

General Managers.

Hongkong, 3rd September, 1900. [205]

THE Company's Steamer

"TAIKUAN."

Captain Reach, will be despatched as above

above ports TO-MORROW, the 6th instant

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.

General Managers.

Hongkong, 3rd September, 1900. [205]

THE Company's Steamer

"MUNCHEN."

Captain Krahn, will be despatched as above

above ports on the 3rd September.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SANDAKAN.
Calling at KEDAH if sufficient inducement offers.
THE Company's Steamship

"SANDAKAN."

Captain Muhle will be ready to load for the
above port on the 4th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 1st September, 1900. [225]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 6, at NOON.

GAEVIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 7th August, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain G. Robinson, will be despatched as above on FRIDAY, the 7th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd September, 1900. [234]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 8th inst., at 1 P.M.

For Freight or Passage, apply to

DAVID SASOON, SONS & CO.,

Agents.

Hongkong, 3rd September, 1900. [232]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Geo. T. Blaxland, will be despatched as above on SATURDAY, the 8th September, at 3 P.M.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 31st August, 1900. [232]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagasawa, will be despatched for the above ports on SUNDAY, the 9th instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 4th September, 1900. [15]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOATS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Duchateau, will be despatched for the above ports on or about SUNDAY, the 9th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th September, 1900. [225]

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POST OFFICE NOTICES.

The City of Peking, with the American Mail of 11th ult., left Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here on or about Monday, the 10th inst.
The Indo, with the French Mail of the 10th August left Singapore on Monday, the 3rd instant, at 10 a.m. and may be expected here on or about Monday, the 10th instant. This Packet brings replies to letters despatched from Hongkong on 7th July.

MAILS WILL CLOSE.

POB.	PEI	DAY AND HOUR.
Singapore	Prometheus	Wednesday, 5th, 11.00 A.M.
Shanghai	Tenes	Wednesday, 5th, 2.00 P.M.
Vladivostock	Lokring	Wednesday, 5th, 4.00 P.M.
Kobe	Australias	Wednesday, 5th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Thursday, 6th, 10.00 A.M.
Shanghai	Ningpo	Thursday, 6th, 11.00 A.M.

NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Tunicorin
(Late Letters 10.45 to 11.15 A.M. Extra Postage 10 cents.)

Japan, Pompe, Friedrich-Wilhelmshafen, Finschhafen, Herberts-Hole, Townsville, Rockhampton, Brisbane and Sydney
Samshui and Wuchow
Manila
Singapore, Penang and Calcutta

EUROPE, &c., India via Tunicorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Samshui and Wuchow
Singapore, Penang and Bombay

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Samshui and Wuchow
Europe, India via Tunicorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

COMMERCIAL.
CLOSING QUOTATIONS.

TUESDAY, 4th September.

ON LONDON.—	Telegraphic Transfer	2/04
Bank Bills, on demand	2/04	
Bank Bills, at 30 days sight	2/04	
Bank Bills, at 4 months' sight	2/04	
Credits, at 4 months' sight	2/1	
Documentary Bills, 4 months' sight	2/1	
ON PARIS.—		
Bank Bills, on demand	2/57	
Credits, at 4 months' sight	2/62	
ON GERMANY.—		2/09
On demand		2/09
ON NEW YORK.—		
Bank Bills, on demand	4/1	
Credits, 60 days' sight	5/1	
ON BOMBAY.—		
Telegraphic Transfer	133 p.c.	
Bank, on demand	134	
ON CALCUTTA.—		
Telegraphic Transfer	133	
Bank, on demand	134	
ON SHANGHAI.—		
Bank, at sight	7/1	
Private, 30 days' sight	7/2	
ON YOKOHAMA.—		
On demand	Par.	
ON MANILA.—		11p.c.p.m.
ON SINGAPORE.—		4 p.c.p.m.
ON BATAVIA.—		
On demand	123	
ON HAIPHONG.—		
On demand	34 p.c.p.m.	
ON SAIGON.—		
On demand	3 p.c.p.m.	
ON BANGKOK.—		
On demand	60	
SOVEREIGN, Bank's Buying Rate	9.80	
GOLD LEAF, 100 fine, per tael	51.50	
BAR SILVER, per oz	28 1/4	

OPIUM.

Quotations are— Allow no less to 1 cent.
Malwa New \$830 to — per picul.
Malwa Old \$870 to — \$880 " "
Malwa Older \$890 to — \$900 "
P. P. wrapped \$870 to — "
Persian fine quality \$910 to — "
Persian extra fine \$950 to — "
Patna New \$947 to — per chest.
Patna Old \$1,029 " — "Bengares New \$973 " — "Bengares Old \$973 " — "

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Prius Heinrich* left Foochow on Monday, the 3rd inst., at 5 p.m., and may be expected here to-day.

THE FRENCH MAIL.
The M. M. steamer *Indus*, with the next French mail, left Singapore on Monday, the 3rd inst., at 11 o'clock, for this port via Saigon.

THE AMERICAN MAIL.
The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 11th ult., via Honolulu, left Yokohama for this port on Sunday morning, the 2nd inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Guilei*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Koh, Nagasaki and Shanghai on the 21st ult.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* arrived at Yokohama at 7.30 a.m. on Monday, the 3rd inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 3 p.m. to-day, the 4th inst.

MERCHANT STEAMERS.
The N. Y. K. steamer *Sado Maru* (Europe Line) left Kobe via Moji for this port on the 9th ult., and is expected to arrive here on the 5th inst.

The H. A. L. steamer *Serbia*, from Hamburg, left Singapore for this port on the 1st inst., and may be expected here on or about 6th inst.

THE FIGHTING AT TIENSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENSIN FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLEMEW AND CO., Edinburgh.

DAILY PRESS' OFFICE.
Hongkong, 17th July, 1900. [1633]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

AND GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'AGUILAR STREET,
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1870]

JOINT STOCK SHARES.

HONGKONG, 4th September.

STOCKS.	NO. OF SHARES.	ISSUE V'LEUR.	Paid Up.	Last Dividend.	Closing Quotations
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11d. — 15/- per share for 1st half year 1900	308 p. cent pr-\$310 buyers
Bank of China & Japan, Ltd.	100,875	\$29	\$21	None	21
Do. Deferred	1,250	\$21	\$21	None	23.50
National Bank of China, Ltd.	100,750 A	\$21	\$21	2/- for 1900	327, buyers
Do. Founder's Shares	29,455 B	\$21	\$21	8/-, 17/- = \$31.00 for 1900	327, buyers
	7,510 shares	\$21	\$21	None	320
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. ct. = \$18 for 1898	235
China Traders' Co., Ltd.	24,000	\$83.33	\$25	10 p. ct. for yr. end 30/4/99	357, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	6 p. ct. final = 10 p. ct. " all for 1898	71a, 165, sellers
Yantze Ins. Assn., Ltd.	8,000	\$100	\$100	\$0 = 10 p. ct. for 1897	3121, sellers
China Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	3131, sellers
Strata Insurance Co., Ltd.	30,000	\$100	\$20	3 p. cent. for 1895	81
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$20	27 for 1898	320, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	30 for 1898	376, buyers
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 30/6/1900	3301, sales & buyers
Indo-China S. N. Co., Ltd.	60,000	\$20	\$20	Op. et. 2 p. ct. bonus for 90	385, buyers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$10	20 p. cent. for 1899 ex. old Capital	3165, old sellers \$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. cent. for year ending 30/6/99	350, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Final 2 p. ct. = 6 p. ct. for 1899 on preface	211, buyers
Do. Ordinary	20,000	\$10	\$10	210 p. ct. bonus for 90	215, buyers
Do. do.	20,000	\$10	\$10	210 p. ct. = 12 p. ct. for year ended 30/6/99	318, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	3200, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. cent. on account of 1900	3200, sellers
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	\$100	Int. of \$21 per share on ac't 1900	3132, sellers
Luzon Sugar Refg. Co., Ltd.	7,000	\$100	\$100	\$1 for 1897	330
MINING.					
Punjum Mining Co., Ltd.	60,000	\$8	\$8	None	35 sellers
Do. Preference	30,000	\$1	\$1	None	31
Societe Francaise Charbonnages du Tonkin	16,000	\$250	\$250	None	3250, buyers
Queens Mine, Limited	400,000	25cts	25cts	None	317, buyers
Jelobu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 37 1/2 (coupon 9)	311, sellers
Eaub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 s. sing. 51 cts, 10th div. on 7-7-00	3531, sellers
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	33
A B 45,000	\$5	\$4	\$4	None	323 sellers
Great Eastern and Gold Mining Co., Ltd.	110,000	\$4	\$3	First year	10 cents
Do. Preferences	70,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, & DOCK CO., LIMITED	12,500	\$125	\$125	Op. et. 12 p. ct. bonus for year ended 30/6/00	357 p. cent pr-\$174
Hongkong Dock & Wharf Co., Ltd.	20,000	\$50	\$50	Int. of 5 p. cent. on account of 1900	384, ex div., buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$375	Int. of \$14 for 1899	359, buyers
New Asia Dock Co., Ltd.	6,000	\$62	\$62	22 p. cent. for 1899	3201, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,				